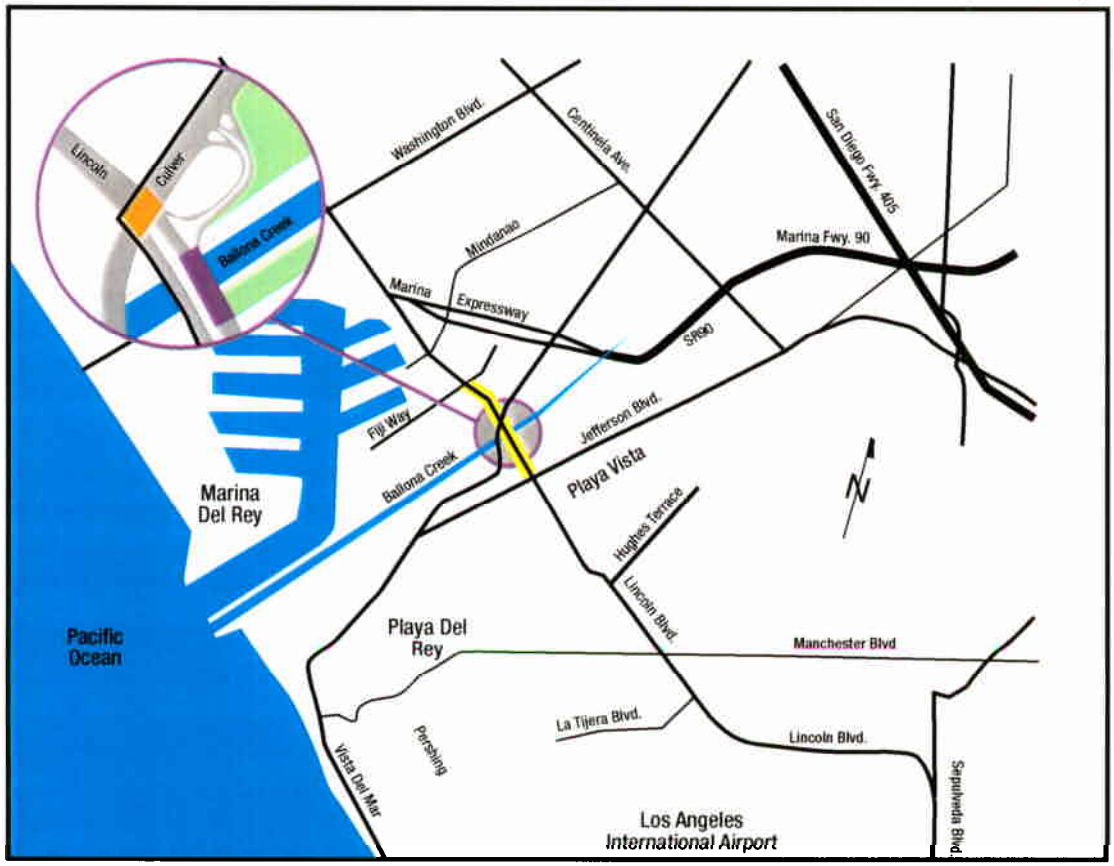
Route 1 (Lincoln Boulevard)

Widening from Jefferson Blvd. to Fiji Way, Construction of a New Bridge over Ballona Creek, and Replacement of the Culver Blvd. Overcrossing

Draft Initial Study/Environmental Assessment (IS/EA)



California Department of Transportation
Los Angeles, District 7
Office of Environmental Planning

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5. DISCUSSION OF ENVIRONMENTAL EVALUATION

(Checklist Item #4)
Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?

The project site is located in a seismically active area. However, the seismic activity level is considered to be normal for the Southern California Region. Nonetheless, there are no known earthquake faults crossing the project site. The closest earthquake fault zone under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act is the Newport - Inglewood fault and is located approximately 5.4 km NE from the project.

Ground shaking from a moderate earthquake along this or other distant earthquake fault would have the greatest potential damage to this project. The potential of liquefication is also present. Liquefaction exists when fine silts and sands are located below the water table. The water can also be perched ground water. Liquefaction has been documented to affect soils to ± 15 m. (50 feet) deep, during prolonged periods of ground shaking.

As mentioned in the Seismicity section of this document, recent studies along the "Playa-Vista" Development have postulated a fault (inferred) based on soil-gas and ground water anomalies. Final comments and conclusions have not yet been completed. However, preliminary conclusions from Ms. Tania Gonzalez, Certified Engineering Geologist (Earth Consultant International Inc.) and leading researcher on this fault investigation, states that based on the existing data collected, it indicates that there is not - an earthquake producing fault (pers.comm. 10-2-2000). In addition, at the present time and pursuant to the Alquist-Priolo Earthquake Fault Zoning Act, this inferred fault has not been zoned (J. Treiman, CDM&G, pers. comm. 9-27-2000).

However as of the date of this document, there is no geologic information that indicates an active fault within the project limits. The Charnock fault (considered to be splays for the Newport-Inglewood system by some geologists) has been mapped by Ziony & Jones (1989) 2.6 km. northeast of the project. However, the nearest known active fault mapped under the auspices of the Alquist-Priolo Earthquake Fault Zoning Act, is the main trace of the Newport-Inglewood Earthquake Fault Zone, located 5.4 km. northeast of the project.

Thus, there are no geologic or geotechnical conditions that would preclude the construction of this project. Furthermore, the construction of this project will have no adverse effect on the existing environmental conditions.

Nonetheless, Caltrans will build to current earthquake standards and will use best engineering practices to minimize damage from ground shaking. These standards have been established to reduce the damage from seismic activity, which will reduce the potential for impacts to the public.

(Checklist Item #9)

Violate any published Federal, State, or local standards pertaining to hazardous waste, solid waste or litter control?

Replacement of the Culver Boulevard Overcrossing presents the exposure to Asbestos Containing Material (ACM). A review of the As-built plans did not indicate any ACM, however Caltrans cannot definitely rule out its presence until exposed during construction. Due to the age of the bridge (1933), parts of the steel structure or components (girders) may be still coated with lead-based paint.

According to Structure Maintenance records, the bridge (Culver Boulevard Overcrossing) is maintained by the Los Angeles County Road Department and was scheduled for painting during the 1982/83 fiscal year. More recently however, a field review indicated that the lower deck was recently painted. Caltrans found no record indicating whether the bridge was simply painted over, or if it was sandblasted, and then repainted with non-lead paint. Furthermore, As-built plans also indicated that the Douglas Fir piles were coated with creosote.

As previously mentioned, another item of concern is the nearby Tosco/76 Service Station owner's continuing effort to monitor and recover the presence of liquid phase hydrocarbons from the groundwater impacted by leaking underground storage tanks (the proximity of the station is approximately 1,000 feet northwest of the project site). The Regional Water Quality Control Board records did not indicate the extent of the plume. There is a possibility that the pumping process during the construction could influence the direction of the groundwater. The direction and movement of the groundwater is also affected by the tidal action and by sea-water intrusion. It is, therefore, imperative that the quality of the existing groundwater at the project site is known prior to construction to eliminate any offsite contamination that may have impacted the project sites. Thus, a task order is in progress to test and evaluate the existing groundwater quality around the project site. The results of the sampling and testing may take 60 to 90 days to complete.

Specifications for the health and safety of the workers, as well as that of the public, shall be addressed when handling/disposing of the contaminated soil. Reuse of the contaminated soil in Caltrans right-of-way is subject to the stipulations imposed and regulated by the Department of Toxic and Substance Control (DTSC). Hence, the DTSC issued a variance to Caltrans regarding the reuses of lead-contaminated soils for roadway projects.

MEASURES TO AVOID EXPOSURE TO HAZARDOUS MATERIALS:

- Specifications for the removal of asbestos and hazardous substances encountered during construction shall be included in the project. The contaminated soil shall be disposed of at a Class I Disposal Facility.
- Any suspected metals coated with lead-based paint shall be disposed of outside the highway's right-of-way. Lead based paint sampling around the bridge structure shall also be incorporated into the above mentioned task order.
- Demolition activities shall be planned to avoid and prevent contamination of creosote material at the project site. Creosote treated wood debris should be taken to an approved

certified disposal facility (recycling centers, etc.). Testing is also being conducted to detect creosote in the groundwater.

- It may be required that the excess excavated soil be disposed of at a certified Class I Disposal Facility because of the high soluble lead, groundwater levels in the project area, and the sensitive environmental issues that may arise due to the close proximity of the wetlands. Specifically, the DTSC requirements that must be met for this project due to the high soluble lead and groundwater levels in the project area are as follows: At locations where the groundwater depth is less than 5 feet (1.5m) below ground surface, contaminated soils may not be reused and shall be disposed of accordingly. Where the groundwater depth is more than 5 feet (1.5m), the excavated lead contaminated soil must be placed within Caltrans right-of-way and must be covered with 1 foot (0.3m) of clean soil or asphalt cover.
- Further analysis will be performed to determine soft or hard covers when invoking the variance.
- As previously mentioned, a task order is in progress to test and evaluate the quality of the existing groundwater around the project site. Caltrans has also incorporated aerially deposited lead soil testing, lead based paint soil testing, and creosote testing in the task order as well. Based on the results yielded by the groundwater testing, the groundwater quality results will be used to determine the Local, State, and Federal requirements for handling and disposal if necessary. However, the ultimate responsibility for the handling, treatment, and/or disposal of any existing groundwater contamination lies with the source of the contamination. Caltrans will work together with the Regional Water Quality Control Board to ensure compliance with local, state, and federal regulations.
- A groundwater site investigation will be conducted to verify the depth of the groundwater table, as well as to further test for additional contamination. Temporary and long term mitigation measures, if necessary, will be in compliance with all local, state, and federal regulatory agencies.
- Also see the discussion of **Checklist Items #12 and #15**.

(Checklist Items #10 and #11)
Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?
Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?

It is anticipated that during construction of the new bridge, the proposed project would temporarily alter the bottom of the channel. It is also anticipated that the new bridge structure (bridge foundations, columns, and abutments) would not reduce the flood carrying capacity the channel.

The flow is retained within the concrete channel walls. Therefore, no significant floodplain impact caused by this project to surrounding areas under the Standard Project Flood is found.

It was found that the portion of the project that entails replacing the Culver Boulevard Overcrossing would not encroach on a base flood plain. In other words, this improvement to Route 1 falls outside the limits of the 100-year base floodplain. Thus a Floodplain Hydraulic Study is not required or evaluated for this particular improvement.

However, the remaining two proposed improvements 1) Widening of Route 1 from Fiji Way to Jefferson Boulevard and 2) Construction of a new bridge over Ballona Creek parallel to the existing Route 1 bridge over Ballona Creek, do encroach on the base floodplain.

Flood plain boundaries have been delineated on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA). As identified on the FIRM, several different types of flood hazard areas including Ballona Creek Channel are traversed:

Zone A- Contained in channel
Zone B- Areas between limits of the 100-year flood and the 500-year flood
Zone C- Areas of minimal flooding

The Ballona Creek Channel was identified to be in Zone-A- Contained in channel. It is one of the four major streams in southwestern California. It is a federally constructed flood control facility that was included in the Los Angeles County Drainage Area (LACDA) Project in Los Angeles County. It is operated and maintained by the Los Angeles County Flood Control District (LACFCD), crosses Route 1 (Lincoln Boulevard) within the project limits. The Ballona Creek Channel crosses Lincoln Boulevard (Route 1) approximately 2,000 feet north of Jefferson Boulevard.

The area located immediately south of Ballona Creek was shown on the FIRM to lie within Zone B and C, areas between limits of the 100-year and the 500-year flood and areas of minimal flooding. Since flooding at this area is expected only to occur under events exceeding the 100-year base flood, no further evaluation is warranted under the guidelines of FAPG 23 CFR 650 A.

The drainage area of Ballona Creek Channel is 129 square mile or about 7 percent of the basin. The length of the channel is approximately 9 miles; its tributaries total about 19 miles. The bottom width of Ballona Creek Channel is about 80 feet and the depth of the channel is about 21 feet in the upstream and/or downstream of Route 1.

The above mentioned facility is an open channel with concrete channel walls and concrete inverts. According to the U.S. Corps of Engineers the Ballona Creek Channel was designed for a Standard Project Flood (SPF). Depth of flow at the freeway for Ballona Creek Channel was 18.8 feet. It was found that the top of the concrete channel walls were designed to be approximately 3 feet higher than the depth of flow at Route 1 for the above channel. Therefore, Ballona Creek Channel has sufficient capacity to accommodate the water surface elevation for the Standard Project Flood return period.

Also, see discussion of **Checklist Items #12 and #15.**

(Checklist items #12 and #15)
Adversely affect the quantity or quality of surface water, groundwater, or public water supply? Violate or be inconsistent with Federal, Sate, or Local water quality standards?

This project will not materially change existing drainage patterns or other related resources which constitute the Ballona Creek Watershed. However, this project will marginally increase

storm water runoff into the nearby drainage channels and other water related resources which constitute the Ballona Creek Watershed. Nonetheless, runoff volumes are not expected to increase significantly since there will be little increase in impervious areas.

The project will not adversely impact surface water quality in the study area. Nonetheless, water quality controls during the construction of the project are specified in Caltrans' Standard Specifications. The contractor will be required to provide a comprehensive water pollution and erosion control plan. The plan must be approved by the Resident Engineer and submitted for approval to the Regional Water Quality Control Board.

No records of any groundwater monitoring or testing were found in the vicinity of the project site. The Initial Site Assessment prepared by Law/Crandall indicated the groundwater depth to be approximately 3 to 5 feet below the original ground surface. Thus, based on the preliminary scope of work and the shallow groundwater depth, the project will definitely impact the groundwater during the construction of the new bridge over Ballona Creek and the replacement of Culver Boulevard Overcrossing.

Please see the discussion of **Checklist Item #9** for the potential groundwater quality concerns.

MEASURES TO AVOID ADVERSE IMPACTS TO NEARBY WATERS:

- As mentioned in the Hazardous Waste discussion of the Affected Area section of this document, a task order is in progress to test and evaluate the quality of the existing groundwater around the project site. Caltrans has also incorporated aerially deposited lead soil testing, lead based paint soil testing, and creosote testing in the task order as well. Based on the results yielded by the groundwater testing, the groundwater quality results will be used to determine the Local, State, and Federal requirements for handling and disposal if necessary. However, the ultimate responsibility for the handling, treatment, and/or disposal of any existing groundwater contamination lies with the source of the contamination. Caltrans will work together with the Regional Water Quality Control Board to ensure compliance with local, state, and federal regulations.
- For both short term and long term water quality impacts, temporary as well as permanent Best Management Practices (BMPs) will be identified during final design when there is sufficient engineering details available to warrant competent analysis. Caltrans is committed to implementing cost effective temporary and permanent BMPs as identified during final design.
- Standard erosion control will be provided on new slopes according to State and Federal water quality discharge requirements.
- Best storm water pollution control management practices will be implemented throughout the year to protect the Construction Zone from local flooding and to prevent contaminated runoff from entering to existing storm drains. Sandbag barriers, check dams, sediment traps and other erosion control measures will be provided.
- During construction, a Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Prevention Plan (WPPP) will be developed and implemented for the project including above items as required during the year. The SWPP permit will be required from the Regional Water Quality Control Board.

- In an effort to reduce storm water runoff, as well as to improve storm water runoff quality, Caltrans is considering designing the bridge storm water hydraulics of both the new Ballona Bridge and new Culver Boulevard Overcrossing to drain storm water runoff into a nearby detention basin which is anticipated to be constructed by 2003. Final designs, permits, and authorizations are pending.

(Checklist items #14, 23, 27, 28, 24, and 29)
Affect wetlands or riparian vegetation?
Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, micro flora, and aquatic plants)?
Removal or deterioration of existing fish or wildlife habitat?
Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or micro fauna)?
Reduction of the numbers of or encroachment upon the critical habitat or any unique, threatened or endangered species of plants?
Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened, or endangered species of animals?

A wetland delineation was completed in November 1999. Most of the habitat within the Area of Potential Impact (API) was not conducive for wetland plants and associated fauna, with the exception of the Marina Ditch. The Marina Ditch is the blue-line stream located just south of Fiji Way. It is soft-bottom and contains wetland/riparian vegetation on both the west and the east-side of Route 1. However, based on the project plans, the Marina Ditch will not be impacted by the proposed project.

Disturbance to vegetation will be minor since the plant species affected are ruderal and primarily non-native. Impacts to animals will be negligible due to the disturbed nature of the project location. Therefore, alterations to the existing habitat or plant and animal diversity will not be significant.

The Venice Quadrangle on the California Natural Diversity Data Base from the California Department of Fish and Game was examined to determine if special status flora or faunal species have the potential to occur in the Area of Potential Impact. Although sensitive species have historically been found within the general vicinity of the project, no threatened or endangered species were found, nor expected, on or adjacent to the proposed project area.

MEASURES TO MINIMIZE OR AVOID ADVERSE BIOLOGICAL IMPACTS:

Due to the location of the project (along the coast) and the historic nature of the land use (previous wetland), the proposed mitigation will be a donation to the State Coastal Conservancy for their wetland program. The amount will be determined based on the acreage of impacts:

- If native vegetation must be cut for access, it will be cut off at the above ground level to assist in re-sprouting after construction.
- A pre-construction biological survey by a Caltrans district biologist will be conducted no more that 2 weeks in advance of construction.

- If any breeding birds or other sensitive resources are found in the project area, or areas immediately adjacent, Caltrans will contact the appropriate resource agency(ies) to review options.
- All state and federal pollution and litter laws will be followed.
- Equipment will be maintained daily to avoid the potential for leaks.
- All appropriate erosion and water quality Best Management Practices (BMP's) will be applied.
- A temporary fence will be placed around the limits of the project prior to construction.
- If any sensitive biological resources are found during construction, all activities that may harm that resource shall cease until the Resident Engineer, district biologist, and the appropriate resource agencies are contacted to review options.
- Any oil spill in the adjacent drainage shall be reported immediately to the California Department of Fish and Game, and corrective actions will be taken.

(Checklist items #17, 18, and 19)
Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?
Results in the creation of objectionable odors?
Violate or be inconsistent with Federal, State, or local air standards or control plans?

The Clean Air Act Amendments (CAAA) of 1990 require that transportation plans, programs, and projects that are funded by or approved under Title 23 U.S.C. or the Federal Transit Act conform to State or Federal Air Quality Plans. In order to be found in conformance, a project must come from approved transportation plans and programs.

The proposed project is not exempt from regional emission analysis. By its inclusion in the federally approved 1998/2001/2 Regional Transportation Improvement Program (RTIP), it has been included in the Southern California Association of Governments (SCAG) regional model run to determine emission effects. Therefore, no additional air quality analysis is required. Provided there is no significant change in the design concept and scope of this project, the proposed project conforms to the requirements of the Federal Clean Air Act Amendments of 1990. Thus this project demonstrates Caltrans' commitment to implement the RTIP/AQMP control measures in accordance with Environmental Protection Agency (EPA) regulations.

The proposed project will not lead to an increase in emissions, but to the contrary, will reduce emissions due to improved traffic flow. Furthermore, construction of the proposed project will not increase ambient CO levels, or in the coming years, the air quality standards for CO concentrations will not be exceeded because of the proposed project.

The proposed project, as an addition to an existing roadway, will not result in changes to climatic conditions or cause odors, with the exception of temporary odors of asphalt during construction.

Construction Air Quality

There will be no permanent adverse air quality impacts because of the construction activities, however, additional traffic delays can be expected during construction of the project. A Traffic

Management Plan (TMP) will be developed and incorporated as part of the project design prior to the beginning of construction to minimize disruption to the existing traffic flow conditions. Time delay will be related primarily to daytime traffic since traffic volumes are much higher during the day than at night. For more information regarding the TMP, please see the discussion of **Checklist Item #54**.

Fugitive dust, particulate matter, including particulate matter less than ten microns in size (PM_{10}), and emissions generated during project excavation and filling will be controlled by the Contractor in accordance with the provisions in the State of California Department of Transportation Standard Specifications Section 7, "Legal Relations and Responsibilities," specifically 7-1.01F titled "Air Pollution Control." The Contractor will control the construction equipment and off-site vehicles used for hauling debris and supplies to minimize the production of construction emissions.

The pollutants of primary concern include fugitive dust, PM_{10}, reactive organic gases, oxides of nitrogen, CO and, to a lesser extent, sulfur dioxides. Project construction will be conducted in accordance to all Federal, State and local regulations that govern construction activities and emissions from these vehicles.

MEASURES TO MIMIMIZE TEMPORARY AIR QUALITY IMPACTS:

- Stabilize construction roads and dirt piles with water and/or chemicals.
- Limit speeds on unpaved construction roads.
- Daily removal of dirt spilled on to paved roads.
- Cease grading and excavation activities when wind speeds exceed 25 miles per hour and during extreme air pollution episodes.
- Require covering of all haul trucks.
- Phased grading to minimize the area of disturbed soils.
- Phase construction activities to minimize daily emissions.
- Proper maintenance of construction vehicles to maximize efficiency and minimize emissions.
- Prompt re-vegetation of road medians and shoulders, if applicable.

While emissions from construction activities and equipment are an unavoidable consequence of project construction, an aggressive mitigation plan will serve to minimize impacts to ambient air quality and the nuisance impacts to the public in proximity to the project corridor.

Nonetheless, no significant impacts on air quality due to construction related delays are expected. A Traffic Management Program (TMP) will be implemented to notify the public of upcoming construction activities in an effort to reduce the volume of traffic through the affected area. The TMP will also provide motorists with alternate routes around any congestion-related delays. This decrease in traffic volume will decrease the amount of congestion experienced. Also see the discussion of **Checklist Items #43, #44, and #45**).

Furthermore, air quality impacts from construction activities are considered temporary. Federal Conformity Requirements state that hot spot analyses are not required to consider construction related activities that cause temporary increases in emissions. The regulations consider these

activities temporary if they occur during the construction phase and last five years or less at any individual site. Project construction will be conducted in accordance with all Federal, State and local regulations that govern construction activities and emissions.

Lastly, the Clean Air Act Amendments (CAAA) of 1990 require that transportation plans, programs and projects which are funded by or approved under Title 23 U.S.C. or the Federal Transit Act conform with State or Federal Air Quality Plans. In order to be found in conformance, a project must come from approved transportation plans and programs such as the State Implementation Plan (SIP), the Regional Transportation Plan (RTP) and the Federal Regional Transportation Improvement Program (FRTIP). The proposed project was included by the Southern California Association of Government (SCAG) in the 1996-2003 FRTIP and it is in conformance with the requirements of the Federal Clean Air Act Amendments of 1990.

(Checklist items #20 and 21)
Result in an increase in noise levels or vibration for adjoining areas?
Result in any Federal, State, or local noise criteria being equal or exceeded?

The Office of Environmental Engineering and Feasibility Studies Unit has reviewed the above-referenced projects and has concluded that a Noise Study is not recommended for the project area.

Route-1 is an uncontrolled access route and the owners of the abutting property have the easement of access to the highway through driveway connections (from La Tijera Boulevard to Jefferson Boulevard). If noise barriers were installed, many openings would have to be provided in order to maintain existing accesses to the highway, and only a few residences would receive the full mitigation benefits from the barriers. Therefore, we have determined that there are no residential areas are eligible for soundwall consideration on these projects at this time.

Furthermore, from Jefferson Boulevard to Fiji Way, Route-1 is an uncontrolled access highway, currently with no existing residencies within the project limits. Therefore, noise barriers are not provided in this project area either. Also see the discussion of **Checklist Item #54** construction related noise issues.

(Checklist Item #22)
Produce new light, glare, or shadows?

The proposed project and alternatives would add to existing roadway. There would be no substantial light, glare, or shade/shadow impacts on residences, motorists, or other sensitive receptors.

(Checklist Item #33)
Be inconsistent with any elements of adopted community plans, policies or goals?

The project as proposed does require right-of-way acquistion. This right-of-way will be obtained through a Cooperative Agreement with the City of Los Angeles. Route 1 is identified as part of the regional highway system by the Los Angeles County Metropolitan Transportation

Authority's (MTA) Congestion Management Program (CMP). The proposed project is consistent with the goals and objectives contained in the CMP Capital Improvement Program (CIP) for Los Angeles County, and was approved by MTA for inclusion in the 1998 STIP.

The Regional Mobility Element (RME) (Southern California Association of Governments, 1994) serves as the region's Regional Transportation Plan (RTP). SCAG has determined that the MTA approved project list, including the proposed project, is consistent with the RME and has approved the project for inclusion in the Regional Transportation Improvement Program (RTIP).

The proposed project has the support of the City and County of Los Angeles as well as the Westchester Chamber of Commerce.

(Checklist Item #34, #35 and 37)
Be inconsistent with a Coastal Zone Management Plan?
Affect the location, distribution, density, or growth rate of the human population of an area?
Divide or disrupt an established community?

The Route 1 widening is located within the coastal zone. This project will require the review and approval of the California Coastal Commission to determine the project's conformance with the local Coastal Zone Management Plan.

This project is intended to relieve the adverse traffic impacts caused by ambient growth, as well as the growth associated with the development and increase of new housing in the area. However, the project itself will not attract more residential development, cause a population increase in the community, or undermine or exceed the local general plan in terms of increasing the acreage of employment generating land uses, rezoning, or increasing sewer or water supply needs in the area.

All right-of-way obtained will be donated from the City of Los Angeles. No private or commercial properties will be adversely impacted. Since the local community will not be adversely affected, a full community impact analysis is not necessary. No residences are expected to be impacted by the proposed project and no established communities will not be divided. The only easements that will be required are those for construction purposes. It is anticipated that the proposed project will not force the relocation of any businesses, and therefore employment and businesses will not be impacted.

(Checklist Item #43, 44, and 45)
Affect public utilities, or police, fire, emergency or other public services?
Have substantial impact on existing transportation systems or alter present patterns of circulation or movement of people and/or goods?
Generate additional traffic?

There will be relocation of all interfering utilities at new designated locations, following the completion of the right of way and easement acquisitions. However, the proposed project will not alter the emergency routes of any public services for the project area. After project completion, the response times should return to pre-construction conditions. To minimize the

impact of any lane closures along Route 1, the contractor will be required to notify the proper local fire and police departments and hospitals prior to closure. Caltrans will maintain continuing coordination with fire and police agencies throughout the construction period.

The proposed project improvements will not adversely affect the access to the existing transit system. The bus transit will benefit from reduced congestion and travel time. Handicapped access ramps will be provided at each intersection.

Under the proposed project, the circulation system will be altered in order to accommodate the anticipated growth of the project area. Although there may be a period of transition for drivers to become familiarized with the new system, the overall impact will be a reduction in congestion and traffic accidents within the project area.

Additional traffic delays can be expected during construction of the project. A Traffic Management Plan (TMP) will be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. Time delay will be mostly related to daytime traffic since traffic volumes are much higher during the day than at night.

TMP MEASURES:

- See the discussion of **Checklist Item #54**

(Checklist Item #51)
Affect a significant archaeological or historic site, structure, object, or building?

An Archaeological Resource Review was conducted for the above referenced project. The result of this review lead to the finding that no known cultural resources exist directly within the Area of Potential Effect for this project. If during project construction cultural materials appear, work will stop in the immediate area. The District 7 Cultural Resource Staff will be notified upon such discovery and appropriate measures will be performed to mitigate the impacts to the resource. Work may only resume with approval from the Caltrans Archaeologist.

As part of the 1986 Caltrans Historic Bridge Inventory, the Ballona Creek Bridge (1937), Culver Boulevard Overcrossing (1933), and Marina Ditch Bridge (1932) were determined to be not eligible for the National Register of Historic Places. These bridges were re-evaluated by a qualified architectural historian in the course of environmental studies for the proposed project and the findings of non-eligibility continue to be valid.

Since the Ballona Creek Flood Control Channel is located in the project's Area of Potential Effect, it is a potential contributor to the National Register-eligible discontiguous thematic historic district of Los Angeles County Flood Control Dams, recognized by the State Office of Historic Preservation on December 12, 1999. Eligible under Criteria A and C, this district is comprised of 10 dams and their related features that were funded as part of a Los Angeles County Flood Control District bond issue in 1924. Significant as a major public works project

that both controlled flooding and promoted land reclamation, the district's period of significance is 1924-1949.

The flood control channel was evaluated for historic significance and was determined to be not eligible for the National Register at this time because of a lack of age. The Ballona Creek drainage area includes Ballona Creek, Benedict Canyon, Centinela Creek, Higgins-Coldwater Canyons, Kenter Canyon, the Rexford-Monte Mar branch and the Sawtelle-Westwood branch. Only Ballona Creek, Kenter Canyon and Braddock Drive to the Sawtelle-Westwood branch channels were constructed between 1935-1949, the thematic's district's period of significance. The remainder of the system that drained the Ballona wetlands was constructed between 1950-1964, well beyond the historic district's period of significance. More importantly, the effects of the drainage system were not evident until the mid 1960s and beyond, when land reclaimed primarily in Marina del Rey as part of the flood control effort began to be developed. Because both the majority of the resource and the measure of its effectiveness are not yet 50 years of old, the Ballona Creek Flood Control System does not meet National Register criteria for historic significance at this time. Because there are no historic properties located in the project's Area of Potential Effect, the project will not affect historic resources.

Thus, since there are no known archaeological sites or historic properties in the project vicinity, a Negative Historic Property Survey Report (HPSR), including the ASR, HASR, and APE was approved by the FHWA on August 15, 2000.

(Checklist Item #53)
Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?

Construction activity, equipment, and truck traffic could become an unsightly nuisance to residents particularly when construction activity occurs in residential neighborhoods. However, since the proposed project will not impact any residential areas, and the construction activities only pose a temporary impact, any visual impacts from the proposed project will be minimal.

(Checklist Item #54)
Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?

There will be short term noise, dust, and access problems which will result from construction of this proposed project. These temporary impacts are not considered permanent and are therefore below the level of significance (per CEQA). Waste material removed from the construction area will be disposed of in accordance with the Standard Specifications listed in the California Administrative Code. Construction of the proposed project may result in suspended particulate matter being generated. Caltrans Standard Specifications pertaining to dust control and dust palliative requirements should effectively mitigate most dust problems during construction. Erosion control will require that no siltation from the construction site be allowed to enter the flood control channels or drainage system. Any impacts will be temporary, local, and limited to construction areas. For details regarding the measures that will be implemented to minimize temporary air quality nuisances, see the discussion of **Checklist Items #17, 18, and 19.**

Some traffic delays can be expected during construction of the project, however, the traffic impacts during construction are only temporary in nature. Nonetheless, funds have been allocated in the project cost estimate to provide a Traffic Management Plan (TMP). The TMP will be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. The outreach components of the TMP will also serve as the Community Involvement Plan for the project.

The TMP will serve to notify the motoring public and affected parties of construction dates, activities, and alternate routes, in an effort to reduce the volume of traffic through the affected area. The TMP will also provide motorists with alternate routes around any congestion-related delays. Thus, the associated decrease in traffic volume will decrease the amount of congestion experienced. Furthermore, any delays will be related primarily to daytime traffic since traffic volumes are much higher during the day than at night

The TMP will be finalized during the Project, Specifications, and Estimates (PS&E) phase. Measures in the TMP will reduce traffic impacts during construction. The TMP will provide the following elements as discussed under TMP Measures.

TMP MEASURES:

The TMP will consist of the following elements to mitigate traffic inconvenience caused by the construction activities:

- Temporary traffic controls, signing and flagmen will be employed.
- The implementation of traffic control procedures will be in conformance with the Caltrans Traffic Manual.
- A minimum of two through travel lanes in each direction will be provided.
- Public information center
- Additional project signing
- An effective detour plan
- Advertising in local and regional newspapers
- Staff attendance at local neighborhood and business association meetings to inform residents and merchants/landowners of project progress

In addition to the TMP, the proposed project will be constructed in seven stages in order to avoid large-scale inconvenience to the public all at once. The tentative seven stages for the construction of the proposed project will be as follows.

- Stage 1
  Relocation all interfering utilities at new designated locations following the completion of the right of way and easement acquisitions.
- Stage 2
  1. Installation of detour signs and closure Culver Boulevard, including the Culver Boulevard Loop Ramp, followed by the demolition of the existing Culver Boulevard Overcrossing. The demolition of the Culver Boulevard Overcrossing would require the

temporary closing of Route 1. However, the work could be done at night in order to minimize disruption to daytime traffic.

2. Construction of two temporary lanes on the west side of Lincoln Boulevard from the existing Ballona Creek Bridge to Sta. 492+30 (see attached Layout Plans). Then the final paving and construction of the curb, gutter, and sidewalk on the west edge of Route 1 from Sta. 492+30 to Sta. 494+60 would follow. One lane however, would temporarily be closed in the southbound direction on Route 1 as required.
3. Final paving and construction of the curb, gutter, and sidewalk on the east side of Route 1 from Sta. 492+70 to Sta. 494+60. One lane could temporarily be closed in the northbound direction on Route 1 as required.
4. Closure of two lanes on the east side of Route 1 for the construction of the center columns of the Culver Boulevard Overcrossing, followed by the restriping of Route 1 for a total of six lanes, 3 lanes in each direction.
5. Construction of the new Ballona Creek Bridge to begin.
6. Construction of the east and west abutments of Culver Boulevard Overcrossing.
7. Construction of the temporary false work for the Culver Boulevard Overcrossing.
8. Construction of the Culver Boulevard Overcrossing deck.
9. Removal the false work for the Culver Boulevard Overcrossing.
10. Construction of the roadway for Culver Boulevard adjacent to the project area.
11. Reopening of Culver Boulevard to traffic through the project area, except for the loop ramp to Lincoln Boulevard..

- Stage 3
  1. Removal of the median on Route 1 north of Jefferson Boulevard, and restriping of lanes to divert traffic to the west side of Route 1, for a total of 6 lanes, 3 lanes in each direction.
  2. Construction of the east median curb and roadway on Route 1 from the north side of the new Ballona creek bridge to Sta. 492+70, and joining of existing paving at Sta. 492+70.
  3. Construction of the Culver Boulevard Overcrossing loop ramp.
  4. Construction of the east median curb and roadway on Route 1 from Sta. 488+00, to the south side of the new Ballona Creek Bridge. Construction of a temporary grade transition from Sta. 488+00 to Sta. 488+20 on Route 1 joining the existing paving at Sta. 488+00.
- Stage 4
  1. Restriping of lanes to divert traffic to the east side of Route 1 for a total of 6 lanes , 3 lanes in each direction.
  2. Construction of the west side of the Route 1 roadway, from the west raised median at Sta. 488+00, to the south edge of the existing Ballona creek bridge. Construction of a temporary transition on the west side of Route 1 from Sta. 488+00 to Sta. 488+20, and joining of the existing paving at Sta. 488+00.
  3. Construction of the west side of the Route 1 roadway from west raised median curb at the existing Ballona creek bridge, to Sta. 492+30, and joining of the existing paving at Sta. 492+30.
- Stage 5
  1. Construction of the Route 1 roadway on the east side, from Jefferson Boulevard to Sta. 488+20, closing of one lane at a time, but keeping 3 lanes open to traffic in northbound direction at all times.
- Stage 6

1. Construction of the Route 1 roadway on west side, from Jefferson Boulevard to Sta. 488+20. Closing of one lane at a time, keeping 3 lanes open to traffic in the southbound direction at all times.

- Stage 7
  1. Removal of the temporary paving striping, signs, etc., and the final restriping according to final plans and specifications.

Finalization of the above stated stage construction plan will be developed at the PS&E stage. Approval for the closure of Culver Boulevard has been obtained.

During the construction of new Ballona Creek Bridge, the existing bike path along the north edge of Ballona Creek will be closed periodically as required. The closure of the bike path is anticipated approximately for two months during the grading modification of the bike path itself. The bike path will reopen after the completion of the project. New bike lanes are not proposed for this project. This however, is not subject to Section 4 (f) of the Federal Transportation Act because of the following:

- The potential proximity of impacts (i.e. noise, visual, air quality, and access effects) would not substantially impair activities, features, or attributes that would qualify the bike path for protection under Section 4(f)
- There would be no constructive use of this bike path by Route 1
- Access to the bike path will be temporary

Noise during construction is primarily due to the operation of heavy equipment. The operation of heavy equipment is largely regulated by local ordinances that typically restrict their operation to periods during the day when most people are active. However, since no residences are located in the immediate project vicinity, there is little anticipated impact from construction activities.

The project contractor will be required to comply with all local noise level rules, regulations and ordinances as well as the State's Standard Specifications restricting noise levels. The impact of noise generated by construction equipment will be controlled by restricting operating times to periods of normal waking hours by standard specifications and local ordinances. Construction of this project may require use of equipment that has high noise characteristics. Typically, the equipment ranges from concrete mixers to jackhammers, which produce noise levels in the 80 dBA range to over 90 dBA at a distance of 50 feet. To reduce the impact of this noise, construction activities should be confined to the daily period least disturbing to the business community. Also, please see the discussion of **Checklist Items #20 and 21** for more details regarding noise issues.

(Checklist Item #58)
Does the project have environmental effects that are individually limited, but cumulatively considerable?

Cumulative impacts of development in the project area were addressed in the Playa Vista Phase I Environmental Impact Report. The proposed project, in conjunction with the other roadway improvement projects identified in Section 2.3, has been designed to accommodate the traffic

growth associated with that development, as well as regional ambient traffic growth. Current projects in the planning process, including the Second Phase Playa Vista project, the LAX Master Plan, and Marina del Rey LCP projects, will be subject to their own environmental review, and will be required to develop traffic mitigation measures to reduce their impacts.

Cumulative impacts are limited to the construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.) for these roadway improvements, and would be minimized by avoiding simultaneous construction of each project. The projects identified in Section 2.3.1 as designed and approved would be constructed prior to the proposed project; the projects identified as future projects would not begin construction until the proposed project was complete. No cumulative impacts are anticipated.

As mentioned in the discussion of **Checklist Item #54**, additional traffic delays can be expected during construction of the project, however, the traffic impacts during construction are only temporary in nature. A Traffic Management Plan (TMP) will be developed and incorporated as part of the project design prior to the onset of construction to minimize disruption to the existing traffic flow conditions. The outreach components of the TMP will also serve as the Community Involvement Plan for the project. For further information detailing the TMP, please see the discussion of **Checklist Item #54**.

For details regarding any temporary, noise, access, and air quality nuisances see the discussion of **Checklist Items # 17, 18, 19, 20, 21 and/or 54.**